

JOINT REGIONAL PLANNING PANEL (Sydney West Region)

JRPP No	2015SYW047
DA Number	298/2011/JP/D
Local Government Area	THE HILLS SHIRE COUNCIL
Proposed Development	SECTION 96(2) MODIFICATION TO AN APPROVED PLACE OF WORSHIP
Street Address	LOT 2 DP 1143379 - 219A NORTH ROCKS ROAD, NORTH ROCKS
Applicant/Owner	SYDNEY SAE SOON PRESBYTERIAN CHURCH INC
Number of Submissions	Two
Regional Development Criteria (Schedule 4A of the Act)	Item 6 – Private infrastructure and community facilities over \$5 million.
List of All Relevant s79C(1)(a) Matters	<ul style="list-style-type: none"> List all of the relevant environmental planning instruments: s79C(1)(a)(i) <ul style="list-style-type: none"> State Environmental Planning Policy (State and Regional Development) 2011 State Environmental Planning Policy (Infrastructure) 2007 The Hills Local Environment Plan 2012 List any proposed instrument that is or has been the subject of public consultation under the Act and that has been notified to the consent authority: s79C(1)(a)(ii) <ul style="list-style-type: none"> Nil List any relevant development control plan: s79C(1)(a)(iii) <ul style="list-style-type: none"> DCP 2012 Part B Section 7 - Industrial List any relevant planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F: s79C(1)(a)(iv) <ul style="list-style-type: none"> Nil List any coastal zone management plan: s79C(1)(a)(v) <ul style="list-style-type: none"> Nil List any relevant regulations: s79C(1)(a)(iv) eg. Regs 92, 93, 94, 94A, 288 <ul style="list-style-type: none"> Environmental Planning and Assessment Act Regulation 2000

List all documents submitted with this report for the panel's consideration	Supporting documentation submitted with the application and copy of submissions.
Recommendation	Approval subject to conditions.
Report by	Development Assessment Coordinator Claro Patag

EXECUTIVE SUMMARY

The Section 96(2) application is for the modification of an approved place of worship which seeks deletion of Condition 10 of the original Development Consent which relates to the requirements of the NSW Roads and Maritime Services (RMS) including a requirement for a right turn bay to permit right turn access into the site from North Rocks Road without the impedance of through movements.

The modification application has been referred to RMS who raised no objection to the proposal subject to a recommendation for a left-in and left-out only on North Rocks Road to be reinforced by either modifying the driveway to a splayed design with a raised concrete median or alternatively through the construction of a concrete median on North Rocks Road along the entire length of the property frontage. This recommendation has been reviewed by Council's Principal Coordinator – Road and Transport who advised that the provision of a central median will restrict right turn access for the residents opposite and is therefore not supported.

The Place of Worship has three vehicular access points and a car park management plan has been submitted which indicates that the gates on North Rocks Road will be locked during congregational events. The right hand turning bay or left in, left out restriction is not required on this basis.

The proposed deletion of Condition 10 will not alter the approved use of the site as a place of worship. There are no changes to the number of congregation, car parking provision and hours of operation which are proposed to remain as originally approved. Two submissions have been received during the notification period and addressed in the report and do not warrant refusal of the application.

The proposed deletion of Condition 10 is supported. In the absence of the JRPP process, this matter would be determined by Council's Development Assessment Unit.

BACKGROUND

MANDATORY REQUIREMENTS

Owner:	Sydney Saesoon Presbyterian Church	1.	<u>LEP 2012</u> – Permissible with consent.
Zoning:	IN1 General Industrial RE1 Public Recreation	2.	<u>The Hills DCP 2012 – Part B Section 7 - Industrial</u> - Satisfactory.
Area:	9.642 hectares	3.	<u>Section 79C (EP&A Act)</u> – Satisfactory.
Existing Development:	Approved place of worship under construction.	4.	<u>Section 96(2) (EP&A Act, 1979)</u> – Satisfactory.

SUBMISSIONS**REASONS FOR REFERRAL TO JRPP**

1. Exhibition:	Not required.	1.	Section 96(2) modification.
2. Notice Adj Owners:	Yes, 14 days.		
3. Number Advised:	58		
4. Submissions Received:	Two		

HISTORY**24/03/2011**

Development Consent granted by the NSW Joint Regional Planning Panel to DA 298/2011/JP for the use of an industrial building for the purpose of a place of worship and construction of a 2-level car parking facility subject to conditions including a deferred commencement condition relating to driveway design and amendment to the existing variable width of the right of carriageway.

19/05/2011

Documents to satisfy the deferred commencement condition submitted by the applicant.

30/06/2011

Operative Development Consent issued to applicant.

14/03/2012

Section 96(1A) modification consent (DA No. 298/2011/JP/A) granted under delegated authority for minor external and internal changes to the approved scheme amending the features of the design for better layout in the preparation of the construction drawings and review of budget implications, providing more clarity as to what works are to be completed with each stage of the approved development, and address minor anomalies in a number of conditions of consent.

18/06/2012

Section 96(1A) consent (DA No. 298/2011/JP/B) granted under delegated authority for modification of relevant conditions of consent providing greater clarity in relation to Staging and the timing of Occupation Certificates.

30/09/2014

Section 96(1A) consent (DA No. 298/2011/JP/C) granted under delegated authority amending the approved plans to reflect changes to services and plant facilities as part of the detailed construction drawings and amendment to the bushfire condition.

24/12/2014

Subject application lodged by the applicant initially as a Section 96(1A).

05/01/2015

Letter sent to the applicant advising that the modification application is not considered to be a Section 96(1A) application and should be re-lodged as a Section 96(2) modification application which requires determination by the Joint Regional Planning Panel.

06/01/2015

Letter sent to the applicant requiring payment of additional fees as a result of the change in Section 96 classification from Section 96(1A) to Section 96(2).

05/03/2015

Briefing held with the JRPP Panel.

- 09/03/2015** Payment of outstanding application fees received from the applicant.
- 09/03/2015** Subject Section 96(2) application registered in the Joint Regional Planning Panel website.
- 17/03/2015** Revised Statement of Environmental Effects submitted by the applicant amending the proposal from a Section 96(1A) to a Section 96(2) modification application.

PROPOSAL

The Section 96(2) modification application seeks the deletion of Condition 10 of the original Development Consent for the use of an industrial building for the purpose of a place of worship and construction of a 2-level car parking facility, which currently reads as follows:

"10. Compliance with the NSW RTA Requirements

Compliance with the requirements of the NSW Roads and Traffic Authority attached as Appendix "B" to this consent and dated 3 November 2010."

Appendix "B" referred above contains a letter from RMS which summarises the recommendations of the Sydney Regional Development Advisory Committee (refer Attachment 4).

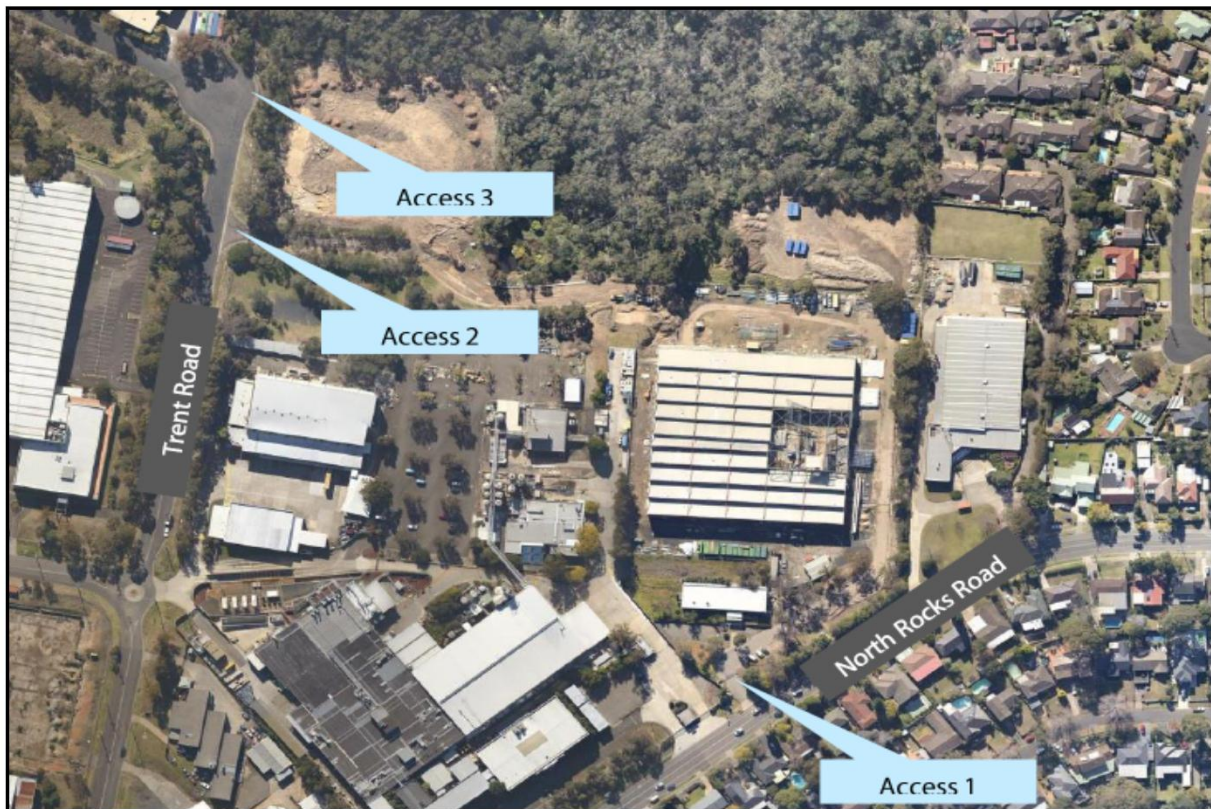
The applicant has advised that the majority of the RMS requirements will be met through the design and management of the proposal (e.g. car parking design compliance, a Parking Management Plan, etc.), however point 1 of the RMS recommendation requires the Church to provide an appropriately designed painted right turn bay along North Rocks Road in order to permit right turn access into the site from North Rocks Road.

The applicant has stated that with the management of access location (see diagram below showing the location of the three vehicular access points to the site) and effect on traffic volumes associated within the proposal, having sufficiently changed since the assessment by RMS (former RTA) in 2010, the right turn lane as described in the RMS letter is not warranted by the proposal.

As required in Condition 12 of the original consent, a Parking Management Plan has been submitted by the applicant which has been reviewed and endorsed by Council's Principal Coordinator – Road and Transport. The Parking Management Plan will close the gate to Access 1 for entry via the North Rocks Road during Sundays and other major services (i.e. Christmas, Easter, etc.), with all traffic to enter from Access 2 and Access 3 via Trent Road, and exits permitted onto North Rocks Road following the main services or event.

The modification application is accompanied by a traffic assessment report to demonstrate that the right turn bay as described in the RMS letter is not warranted.

The three vehicular access points are illustrated below.



Access 1: existing access via the North Rocks Road frontage, which provides off-peak parking to the administration office, disabled and other parking on the eastern side of the main building.

Access 2: existing access via Trent Road frontage, which provides access to the drop-off area at the north end of the building and peak time parking to Administration office on the eastern side of the main building.

Access 3: new access which will provide the entry and exit to the Stage 2 parking area, which is currently under construction.

ISSUES FOR CONSIDERATION

1. Compliance with Section 96(2) of the Environmental Planning and Assessment Act, 1979

Section 96(2) of the Environmental Planning and Assessment Act, 1979 provides the following (with corresponding comments):

"A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if:

(a) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which consent was originally granted and before that consent as originally granted was modified (if at all), and

Comment:

The proposed deletion of Condition 10 does not alter the nature of the approved development which remains as a Place of Worship comprising the redevelopment of an existing industrial building, construction of a car park and landscaping.

The proposed modification relates predominantly to the management of access to and from the site during peak and off peak times. The overall presentation and form of the building will remain the same.

The application does not seek to amend or change those elements of the development that were contentious during the assessment of the original development application such as hours of operation, congregational numbers, car parking provision and noise impact.

There are no additional social, economic or environmental impacts resulting from the proposal that have not been assessed in the previous Development Application or addressed in the conditions of consent. The application is consistent with the development as originally approved and it is considered to be substantially the same development.

(b) it has consulted with the relevant Minister, public authority or approval body (within the meaning of Division 5) in respect of a condition imposed as a requirement of a concurrence to the consent or in accordance with the general terms of an approval proposed to be granted by the approval body and that Minister, authority or body has not, within 21 days after being consulted, objected to the modification of that consent, and

Comment:

There is no mandatory requirement to obtain written concurrence from any public authority for this type of development, however the previous Development Application was notified to NSW Roads and Traffic Authority pursuant to clause 104 of the State Environmental Planning Policy (Infrastructure) 2007, as the development has a parking capacity of more than 200 motor vehicles as specified opposite this development in Column 2 of the Table to Schedule 3 of the SEPP. The RTA (now RMS) raised no objection to the original Development Application subject to their requirements outlined in their letter dated 3 November 2010 and which was imposed as Condition 10 in the original consent.

The RMS has been notified with respect to this modification application and raised no objection to the proposed deletion of Condition 10 to remove the right turn lane provision subject to a recommendation to restrict entry and exit traffic movements to left in / left out only on North Rocks Road. This recommendation has been reviewed by Council's Principal Coordinator – Road and Transport who advised that such a restriction is difficult to justify and therefore not supported. It is further advised that the car park management plan clearly indicates that the gate will be locked during congregational events. Restricting right turn access to the development for the weekday administration non-congregational traffic (which is less than the traffic generated from the previous industrial use) is considered onerous.

(c) it has notified the application in accordance with:

(i) the regulations, if the regulations so require, or

(ii) a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and

Comment:

The subject application was notified to surrounding properties and previous objectors between 30 January to 13 February 2015.

(d) it has considered any submissions made concerning the proposed modification within the period prescribed by the regulations or provided by the development control plan, as the case may be."

Comment:

Two submissions were received during the notification period and issues raised in the submissions are addressed in this report (refer Section 2 below).

2. Issues Raised in Submissions

The modification application was notified to adjoining and surrounding properties including the previous objectors. Two submissions were received during the notification period and the issues raised in the submissions are addressed in the table below.

ISSUE/OBJECTION	COMMENT	OUTCOME
<p>The modification would create significant noise to a residential area particularly on a Sunday where this area has little noise. The increase in traffic noise impacts on the amenity of the area.</p> <p>The application to modify Condition 10 of the Development Consent is to have all traffic to the site using Access 2 and 3 instead of traffic using the existing access via North Rocks Road. Diverting the traffic via Trent Road would increase traffic noise on a weekend to an area where there is currently no weekend traffic. Access 3 is close to residential areas which at this time have little traffic noise on a Sunday. The applicant has stated that the peak events would have 491 vehicle movements, and suggest that they all use Access 2 and 3, close to residential areas to the north of the site.</p>	<p>The development as originally approved proposes that the majority of car parking is to be accessed from Trent / Loyalty Roads and not from North Rocks Road.</p> <p>The proposal to divert the majority of vehicle movements associated with Sunday Services was based on traffic safety issues.</p> <p>The noise emanating from light vehicles would be less than the noise from heavy vehicles accessing the industrial area off Trent Road.</p> <p>The objector lives approximately 250 metres to the north east of the proposed parking facility for the approved place of worship. Noise attenuation, significant setbacks from residential areas and the design of the facility ensure that the proposal will not impact upon the amenity of the surrounding residential areas.</p>	<p>Issue addressed.</p>
<p>The applicant has suggested that traffic using Trent Road would access traffic lights at the intersection of Trent Road and North Rocks Road. There are no traffic lights at this intersection and suggests the report has not adequately been prepared.</p>	<p>Within the Statement of Environmental Effects (SEE), it was indicated that the entry gate (Access 1) via North Rocks Road during Sundays and other major services (i.e. Christmas, Easter, etc.) will be closed with all traffic to enter via Trent Road which is accessible by traffic lights at the intersection of North Rocks Road and Trent Road. This was an error in the SEE and in fact should have read "<i>at the intersection of Loyalty Road and North Rocks Road</i>". Nevertheless, there are no traffic</p>	<p>Issue addressed.</p>

ISSUE/OBJECTION	COMMENT	OUTCOME
	lights currently at this intersection and there is no reference to them in the traffic report. However, there are plans for traffic signals to be provided at the intersection of North Rocks Road/Loyalty Road in the future under Council's Section 94A Plan.	
The site description given does not adequately address the amenity of the residential area to the north. The new access point for the 491 vehicular movements is approximately 200 metres from the residential area. Currently there is no vehicular traffic on a Sunday as the industrial area is closed. This area is a bush valley in which noise echoes across the valley. The amenity of the area has been already been affected by the construction of the car park which has created considerable noise from excavation of rock in a quiet area. The issue of construction outside of hours has been addressed directly with the contractor.	The Acoustic Report submitted in the original Development Application included a preliminary assessment of acoustic impacts. In a worst case scenario where all noise sources are operating at the same time (which is not proposed or will ever occur), the predicted noise level will be below the noise limit and compliant with noise criteria. The residential area to the north and the subject site is separated by approx. 200m wide bushland reserve (refer Attachment 2 – Aerial Photo).	Issue addressed.
Objections to the building of the carpark would have been raised before construction if they were made aware of it. The residential area to the north was not advised of the construction on Trent Road prior to commencement. They were only made aware when construction of the car parking building at the bottom of Trent Road began and they were awoken at 6am to the sound of rock excavation.	The residential properties to the north of the site were not notified in the original Development Application given the distance separation and the bushland reserve which serves as a buffer between the development site and this residential area to the north (refer Attachment 2). However, the application was advertised in the local newspaper being a nominated Integrated Development requiring a separate approval from the NSW Office of Water under the provisions of the Water Management Act 2000. The Acoustic Report submitted with the original Development Application has provided advice	Issue addressed.

ISSUE/OBJECTION	COMMENT	OUTCOME
	and recommendations on the practices to be adopted and implemented during the construction phase of the development. A condition of consent has been imposed for strict compliance with the appropriate noise criteria guidelines.	
In assessing the application, has Council considered the impact to residents to the north of the site. There was an acoustic report but is not available on Council's website. By diverting all traffic to the site via Trent Road and the non-existent traffic lights, the noise impact on the residents to the north will be considerable.	<p>The original Development Application has been assessed by the relevant staff within Council's Health & Environmental Protection Team and conditions were recommended to ensure the final building design including the construction phase complies with the established noise level goals as recommended in the acoustic report. The acoustic report is still available for public viewing in Council's DA tracking system.</p> <p>As noted above, the noise emanating from light vehicles would be less than the noise from heavy vehicles accessing the industrial area off Trent Road.</p>	Issue addressed.
In both the Environmental Impact Statement and the report by Parking and Traffic Consultants there are references to the Traffic Management Plan, yet to be completed, stating how it will help with the management of traffic. It is unusual to foresee the answer provided by a report before it is completed.	The traffic /parking management plan has been submitted by the applicant and reviewed and endorsed by Council's Principal Coordinator – Road and Transport.	Issue addressed.
The installation of a Right Hand Turn Lane will have a significant impact upon the traffic entering the Unilever site. This is not addressed. The turning lane would have to be extended so that it catered for both sites to avoid dangerous lane changing.	The application to delete Condition 10 which includes the provision of an appropriately designed painted right turn bay has been referred to the Roads and Maritime Services (RMS) for comment as it was the RMS who recommended the provision of this right turn bay (refer Attachment 3). The RMS raised no objection to the proposed deletion of Condition 10.	Issue addressed.

ISSUE/OBJECTION	COMMENT	OUTCOME
There is a bus stop a short distance to the west of the entrance to Unilever. What will be the impact of the turning lane upon the safety and functionality of the bus stop?	This application proposes that the right turn bay will no longer be required as a result of the proposed deletion of Condition 10.	Issue addressed.
As there is a designated cycle way along North Rocks Road there needs to be consideration given to the impact upon the growing number of cyclist who regularly use this facility.	As conditioned in the original consent, traffic marshalls will be in place near the North Rocks Road driveway redirecting traffic as part of the car park management plan.	Issue addressed.
People exiting the site may want to turn right across the double lines thus requiring clearance in both directions. This has the potential for traffic to block up on the site and creating undue pressure for drivers to take risks.	As noted above, traffic marshalls will be in place near the North Rocks Road driveway redirecting traffic as part of the car park management plan.	Issue addressed.
Impact upon people exiting/leaving the residential properties in North Rocks Road particularly those properties from 226 to 232. Whilst it is recognised that the proposed turning lane will reduce the sight distance for these properties, the full impact has not been stated.	The right turning bay will no longer be required as a result of the deletion of Condition 10. Both the RMS and Council's Principal Coordinator – Road and Transport supported the deletion of the right hand turn bay requirement as described in Condition 10.	Issue addressed.
While there has been some discussion with respect to the office staff, no mention has been made or consideration given to the fact that many other people will be entering and leaving the site for activities such as sporting activities, etc.	As stated by the applicant in his submission, access to the site from North Rocks Road via Access 1 will be generally restricted to employees, non-congregational visitors and maintenance people, which is assumed to exclude people attending sports activities within the premises.	Issue addressed.
In making this application the proponent has only considered the impact for a very limited time span. The overall impact of the traffic and the consequences of providing a turning lane need to be accessed across the total time that the site is	As recommended in this report, Condition 10 will be deleted and therefore the need for right turn bay is no longer required.	Issue addressed.

ISSUE/OBJECTION	COMMENT	OUTCOME
<p>in use. Any construction of a turning lane will have significant impacts on the traffic flow, car parking, safety of motorists, cyclist and residents.</p> <p>However the imposition of this condition with the original approval recognises the need to manage the traffic into and out of the site. Consequently careful consideration needs to be given to the best alternative.</p>		
<p>The installation of a turning lane will have several impacts namely:</p> <ul style="list-style-type: none"> • There will be a reduction of car parking for the residents and visitors to the homes in North Rocks Road. This will necessitate people being forced to park on site and either reverse into the property or reverse out. As a regular visitor to our friends who live there I can assure you that it is extremely difficult (in terms of traffic) to reverse out onto North Rocks Road. Consequently we, along with other visitor try and avoid parking on site. • Reduced sight distance when leaving a property will create a more dangerous situation, particularly for cyclists who will have nowhere to go. • At times of high usage of the site it is inevitable that people would get into the turning lane in anticipation of entering the site. If they were unable to gain entry, for example the front carpark was full, they would then have to move left into a lane carrying fast moving traffic. A dangerous manoeuvre particularly if there is a vehicle behind you. 	<p>This application proposes that the turning lane will no longer be required as the parking management plan indicates that the North Rocks Road access (Access No. 1) will only be open during week day non congregational events and be closed off 1 hour prior to the Sunday midday congregational events.</p>	<p>Issue addressed.</p>

ISSUE/OBJECTION	COMMENT	OUTCOME
<ul style="list-style-type: none"> • Traffic in North Rocks Road tend to travel at or above the speed limit. Traffic rounding the bend near 232 North Rocks Road will have to make a quick adjustment to their travel to avoid an accident. A more appropriate place to turn Right is at Loyalty Road where the sight distance is some 6 to 8 times greater. • If traffic is allowed to exit into North Rocks Road at times of high site usage there will be significant traffic jams within the site. If traffic is limited to left turn only then traffic wanting to head west will have to proceed east along North Rocks Road then use side streets to be able to head west. • The intersection of Loyalty and North Rocks Roads have been designed to cater for industrial traffic and hence is much more suited to heavy volumes of traffic and caters for traffic enter and exiting in both directions. • With the current use of the office and construction traffic the existing entry and exit on North Rocks Road seems to be satisfactory. This would suggest that there is no need to change the arrangements for normal working hours. 		
<p>As previously stated it is difficult to make a full assessment where some suppositions are based upon a yet to be completed Parking Management Plan. It is submitted that a better solution would be to incorporate the following measures:</p>	<p>The submitted Parking Management Plan adequately addresses the issues raised. This was submitted by the applicant at the time of writing this report to demonstrate compliance with Condition 12 of the original consent.</p>	<p>Issue addressed.</p>

ISSUE/OBJECTION	COMMENT	OUTCOME
<p>i. Have all traffic enter and exit the site from Loyalty Road.</p> <p>ii. If there is to be an entrance and exit from North Rocks Road then that entrance and exit should be fitted with gates which shall only be open between the hours of 7am to 6pm Monday to Friday inclusive.</p> <p>iii. If any exit from the site onto North Rocks Road is permitted it should be limited to Left Turn only.</p> <p>iv. Alternatively the matter be deferred until the Parking Management Plan is completed and the submission is revised in accordance with the plan and any comments made to date.</p>		

TRAFFIC MANAGEMENT COMMENTS

Council's Principal Coordinator – Road and Transport has reviewed the proposed modification and raised no objection to the deletion of Condition 10. He also provided his comments in response to the RMS recommendation to restrict access to the site to left in / left out only on North Rocks Road (see below).

ROADS & MARITIME SERVICES COMMENTS

Sub-clause 3 under clause 104 of the State Environmental Planning Policy (Infrastructure) 2007 provides the following:

"(3) Before determining a development application for development to which this clause applies, the consent authority must:

(a) give written notice of the application to the RTA within 7 days after the application is made, and

(b) take into consideration:

(i) any submission that the RTA provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, the RTA advises that it will not be making a submission), and

(ii) the accessibility of the site concerned, including:

(A) the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and

(B) the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and

(iii) any potential traffic safety, road congestion or parking implications of the development."

The modification application to delete Condition 10 of the original Development Consent has been referred to the Roads and Maritime Services for comment. Condition 10 requires compliance with the RMS requirements as outlined in their letter dated 3 November 2010 which summarises the recommendations by Sydney Regional Development Advisory Committee (SRDAC) which includes a number of recommendations. The RMS raised no objection to the deletion of Condition 10 subject to a recommendation to restrict access to the site to left in / left out only, which would require modification to the driveway to a splayed design with a raised concrete median or alternatively through the construction of a concrete median on North Rocks Road along the entire length of the property.

Comment:

Pursuant to clause 104 of the SEPP, the above RMS recommendation to restrict access to the site to left in / left out only has been reviewed by Council's Principal Coordinator – Road and Transport. It is advised that the provision of a central median will restrict right turn access for the residents opposite and therefore not favoured.

Council's Principal Coordinator – Road and Transport has also advised that restricting right turn access to the development for the weekday administration non-congregational traffic (which is considerably less than the traffic generated by the previous industrial use) is considered onerous.

The Parking Management Plan clearly indicates that the gate will be locked during congregational events. In this regard, the restriction of access to left in /left out is difficult to justify and not supported.

CONCLUSION

The application has been assessed against the heads of consideration under Sections 79C and 96(2) of the Environmental Planning and Assessment Act, 1979, State Environmental Planning Policy (Infrastructure) 2007, Local Environmental Plan 2012 and Development Control Plan 2012 and is considered satisfactory.

IMPACTS:

Financial

This matter has no direct financial impact upon Council's adopted budget or forward estimates.

The Hills Future - Community Strategic Plan

The proposal provides for a permissible development which is a sustainable form of development and that maintains the character of the locality and the Shire as a whole.

The proposal represents a balanced development providing a design that attempts to minimise impacts while ensuring that it meets the operational requirements of the church congregation. The proposal fits within the context of the site and is considered to be consistent with the objectives of the LEP.

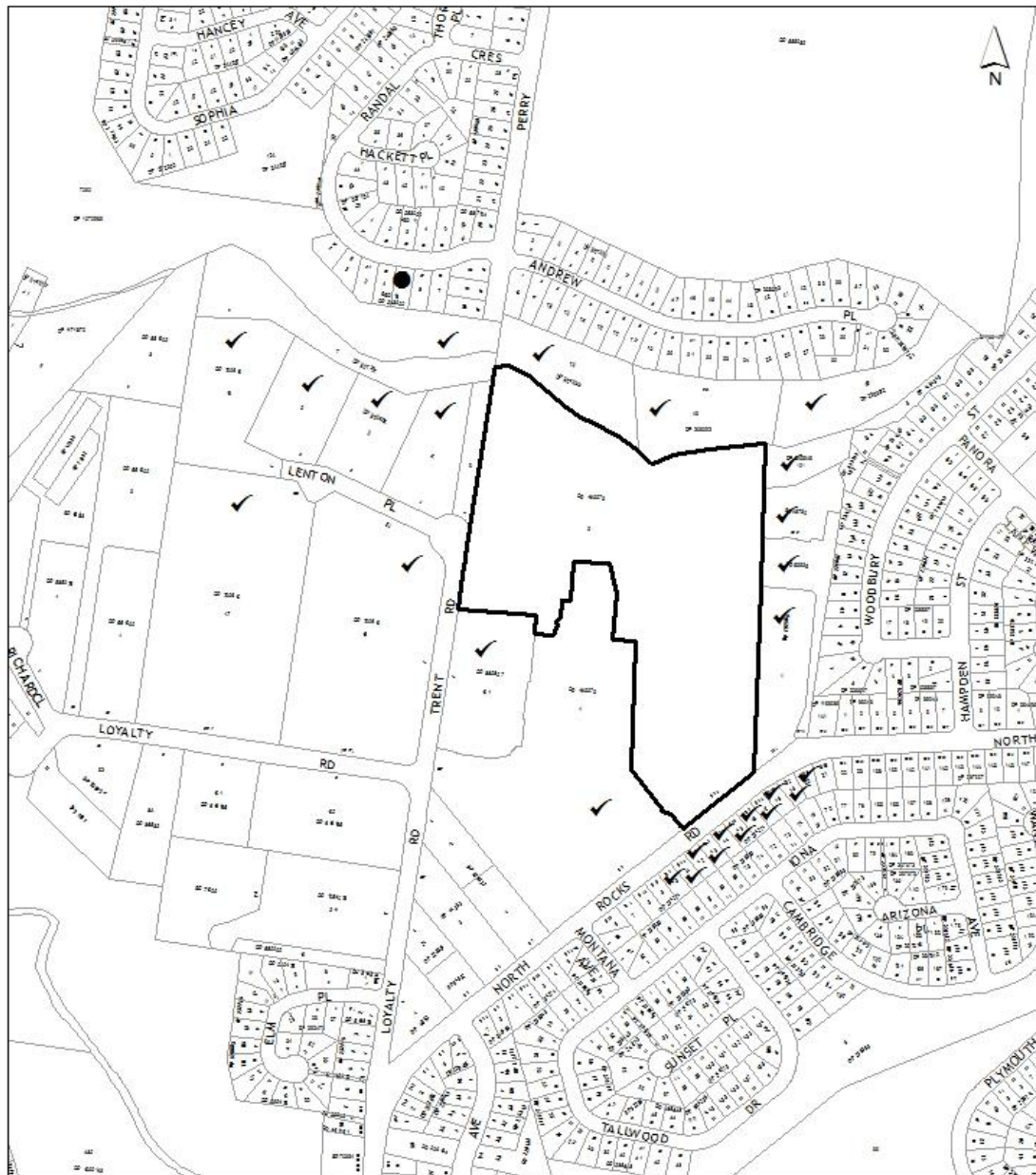
RECOMMENDATION

The Section 96(2) modification application be approved by deleting Condition 10 of the original Development Consent.

ATTACHMENTS

1. Locality Plan (1 page)
2. Aerial Photo (1 page)
3. RMS Letter dated 3 November 2010 (2 pages)

ATTACHMENT 1 – LOCALITY PLAN



- ☐ SUBJECT SITE
- ✓ PROPERTIES NOTIFIED
- SUBMISSION RECEIVED

**NOTE: ONE SUBMISSION RECEIVED
OFF THE SCOPE OF THIS MAP**

THE HILLS
Sydney's Garden Shire

THE HILLS SHIRE COUNCIL

THE HILLS SHIRE COUNCIL DOES NOT GIVE ANY GUARANTEES CONCERNING THE ACCURACY, COMPLETENESS OR CURRENCY OF THE TEXTUAL INFORMATION HELD IN OR GENERATED FROM ITS DATABASE
BASE CADASTRE COPYRIGHT LAND & PROPERTY INFORMATION NSW (LP1). CADASTRE UPDATE INCLUDING COUNCIL GENERATED DATA IS SUBJECT TO THSC COPYRIGHT.

ATTACHMENT 2 – AERIAL PHOTOGRAPH



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men
insp
be c



ATTACHMENT 4 – RMS LETTER DATED 3 NOVEMBER 2010

Our Reference: RDC 10M2092 – SYD10/00797
Your Reference: 298/2011/JP
Contact: Pahee Sellathurai
Telephone: 8849 2219

SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

The General Manager
The Hills Shire Council
PO Box 75
Castle Hill NSW 1765

DOC. No.:
BOX No.:
05 NOV 2010
THE HILLS SHIRE COUNCIL

Attention: Claro Patag

PROPOSED PLACE OF WORSHIP AT 219A NORTH ROCKS ROAD, NORTH ROCKS

Dear Sir/Madam,

Reference is made to Council's correspondence dated 15 September 2010 with regard to the abovementioned development application, which was referred to the Roads and Traffic Authority (RTA) in accordance with Clause 104 and Column 2 of Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this development application at its meeting held on 7 October 2010.

Below are the committee's recommendations and RTA comments for consideration in the determination of the development application:

1. To minimise impedance to through movements and to facilitate right turn access into the site from North Rocks Road, Council must ensure that a condition is imposed which requires the provision of an appropriately designed painted right turn bay (with adequate storage for peak movements into the site).

To accommodate the abovementioned painted right turn bay, this will require a suitable length of the existing kerbside parking lane opposite the development site (along North Rocks Road) to be changed to full time "No Stopping".

The implementation of the "No Stopping" restrictions will be subject to Council's Local Traffic Committee's approval.

2. Council is to ensure that adequate parking provision is provided on-site in order to accommodate the peak parking demand requirements.
3. To minimise the traffic impacts along the adjacent road system, Council should ensure that the development uses on-site traffic marshals to direct vehicles to under utilised parking areas (particularly for peak Sunday Services and Special Events).
4. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths,

Page 1 of 2

Roads and Traffic Authority
ABN 64 480 155 255



27-31 Argyle Street,
Parramatta NSW 2150

PO Box 973 Parramatta CBD NSW 2124
DX 28555 Parramatta

T 131 782

www.rta.nsw.gov.au

and parking bay dimensions) should be in accordance with AS 2890.1 - 2004 and AS 2890.2 - 2002 for heavy vehicle usage.

5. All vehicles are to enter and leave the site in a forward direction.
6. All vehicles are to be wholly contained on site before being required to stop.
7. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

In accordance with Clause 104(4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of Council's determination on the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.

Further enquiries in relation to this matter can be directed to Pahee Sellathurai on 8849 2219.

Yours faithfully,



Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

3 November 2010